

DISPATCHCLASSIFICATION
SECRET

PROCESSING ACTION

MARKED FOR INDEXING

NO INDEXING REQUIRED

ONLY QUALIFIED DESK
CAN JUDGE INDEXING

MICROFILM

INFO.

FROM

Chief, EE

SUBJECT

SUPPORT/LOGISTICS**Vehicle Economy/Station TVA**

ACTION REQUIRED - REFERENCES

REFS: A [REDACTED] dated 30 April 1964
 B [REDACTED] dated 28 April 1964
 C [REDACTED] dated 11 March 1964
 D [REDACTED] dated 28 February 1964
 E [REDACTED] dated 29 August 1963
 F [REDACTED] dated 30 July 1963

25X1A6a 1. During the past year considerable progress has been made by the [REDACTED] Station in meeting [REDACTED] and KUBARK instructions for reducing our overall vehicle holdings and the Station TVA. In an effort to further this trend, it was reaffirmed by Reference C, that COS could and should approve transportation allowances up to \$50 per month, particularly for case officers, in lieu of present permanently assigned official [REDACTED] vehicles. In addition, Reference C advised of a proposed revision to current regulations which would permit an employee, who is required for operational reasons to have a foreign made vehicle, ship such a personally owned vehicle at Government expense. This revision is still being processed and we anticipate publication in the near future. 25X1A2g 25X1A

2. In reviewing our past efforts to reduce vehicle holdings, it is obvious that any further substantial reductions will have to be in the areas of the operations officer. In Reference F you drew our attention to the pattern which has developed over the years in the [REDACTED] Station under which vehicles have been provided for operational case officers on almost a one for one basis. In Reference E, we concurred in your decision to continue the individual assignment of vehicles to the working level case officers. Under this policy, and as evidenced by Station justifications, we now have approximately [REDACTED] KUBARK vehicles assigned to case officers and senior operational personnel on an individual basis out of a total of [REDACTED] passenger vehicles. A reduction of 20 vehicles throughout the Station has been achieved through the granting of transportation allowances. 25X1A6a

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Distribution:

CROSS REFERENCE

DISPATCH SYMBOL AND NUMBER

DATE

Class 1
Excluded from automatic
downgrading and
declassification

37 May 1964

HQ'S FILE NUMBER

CONTINUATION OF
DISPATCH

CLASSIFICATION

S E C R E T

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25X1A6c

3. As discussed during the recent visit of Chief, [REDACTED] we continue to be under considerable external as well as internal pressure to further reduce the number of KUBARK vehicles. We need to retain the mobility and responsiveness of our operational personnel, but we must adjust our thinking and re-evaluate the actual and overhead costs of the past [REDACTED] oriented vehicle practices and redirect them to present circumstances.

4. We recognize that the assignment of a [REDACTED] full-time official vehicle to case officers and others has over the years been taken for granted as one of the fringe benefits of the assignment. We also recognize that the physical location of many of our living quarters and the general unsuitability of public transportation makes a personal car for family use highly desirable. However, we need to examine our vehicle assignment practices to insure that the controlling factor is operational use rather than transportation from the residence to place of employment.

5. Unless there are specific restrictions to the contrary, we see no objections to the two personal car family [REDACTED] but as in Headquarters, this is an individual decision recognizing government and KUBARK regulations prohibiting the payment for shipping the second vehicle. However, Assistant Chief, [REDACTED] in approving a revision of regulation [REDACTED] relating to the shipment of a personal vehicle if a full-time [REDACTED] official vehicle is assigned, stated that we cannot justify making our overseas employees two car families at government expense.

8. In order to effect further reductions in Station vehicles the following actions are being taken:

a. Effective immediately, no vehicles will be replaced without justification and prior Headquarters approval.

b. Employees departing Headquarters, if they elect to ship a personal vehicle, will be briefed that according to present regulations they are not entitled to have an official [REDACTED] vehicle permanently assigned to them in the field. Any need for the assignment of such a vehicle would then require approval by C/CBB, subject to post-audit review by Headquarters.

c. Station TVA should systematically be reduced with a reduction of 40 passenger sedan-station wagons no later than 30 June 1965.

FORM
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(40)

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USE PREVIOUS EDITION.

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